

NEWS

MAYOR TOM BRADLEY

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BRADLEY-WAXMAN JOINT NEWS CONFERENCE

Mayor Tom Bradley today joined with Congressman Henry Waxman (D-Hollywood) in denouncing efforts to extend federal pollution standard deadlines for cleaner-burning new cars.

Both were critical of amendments to the Clean Air Act, being considered by the House Interstate and Foreign Commerce Committee, that would move back automobile emission deadlines to 1980. Under current laws, emissions would have to be reduced to meet federal standards by 1978.

Bradley expressed support for Rep. Waxman's amendment that will maintain the 1978 requirements. Waxman's proposal was rejected by the Public Health and Environment Subcommittee, but he said he will bring it before the full Interstate and Foreign Commerce Committee for action. Failing committee approval, the congressman said he will push for maintaining the standards on the House floor.

"It is critical to the welfare of the entire country for the Congress to retain or even strengthen the present law," Waxman said. "Unless we take a firm stand now, a firm commitment to cleaning up our air, we will have to continue fighting a battle that may never be won."

Presently, California has a waiver from federal standards in order to place more stringent controls on emissions because of the state's poor air quality.

"But the exemption for California is not enough; it is not a satisfactory answer. Past experience has clearly shown that the auto industry will not take the necessary steps to develop and perfect pollution control technology if California is sitting all alone," Bradley explained.

"If national standards and deadlines lag far behind those here in California, consumers in California will be forced to buy cars using ineffective control techniques, with poorer fuel economy and performance than if the full resources and technology of the industry are concentrated on solving the national problem of air pollution," Waxman added.

The failure of the federal government to get tough with the automakers with regard to air pollution standards has hurt the efforts to clean the air in Los Angeles and around the state of California, according to the Mayor.

Bradley pointed out that new actions by Los Angeles to purify the air will be destroyed if Congress fails to insure that the major cause of Los Angeles' dirty air--motor vehicles--is controlled properly.

"Currently, Los Angeles and many other local governments and representatives of the public are engaged in efforts to find solutions that will finally result in clean air," Mayor Bradley said. "The Clean Air Act required compliance, and it is a good thing because it has brought long-overdue, sensible comprehensive planning to overcome our air quality problem."

"Those of us who are engaged in this effort are rightfully angered by the fact that Congress is making our task that much more difficult--perhaps impossible--because the automakers aren't required to solve the automobile problem. We know they can build cleaner cars for the nation because they have done it for the most part in California."

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